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USSR PLANTS PRODUCE MOTOR VEHICLES, BUSES, DUMP TRUCKS

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KUTAIISI PLANT LAGS -- Tbilisi, Zarya Vostoka, 11 Dec 53

For a long time, the Kutaisi Motor Vehicle Plant has not been fulfilling its production assignment. The plant has been especially remiss in carrying out the orders of the ministry and the main administration. These orders instructed the plant to organize the production of more motor-vehicle units and parts, so that other plants would no longer have to ship parts to Kutaisi. The plant has failed to meet several deadlines for producing rear axles. At first, it was supposed to start producing them in June 1953. Then October 1953 was set as the deadline, but this goal was not met. The plant recently received its last shipment of rear axles from cooperating plants, and from now on is supposed to produce its own rear axles.

Chief Technologist Chernomordik, who is responsible for the production of rear axles, was unable to organize the necessary tool making and stamping work connected with the output of rear axles. On 28 October 1953, Bukiya, director of the plant, reproached Chernomordik for using makeshift processes instead of efficiently organizing the tool and stamping shops.

Chernomordik, Chief Engineer Ivanyuk, Chief Metallurgist Borisov, and Chief of the Technological Division Benkin draw up good plans for the plant but do not carry them out efficiently.

The Technical Supply Division of the plant, headed by Kobaladze, does not keep abreast of the plant's needs and often fails to order supplies on time. In November, the foundry, motor, and other shops were idle for 10 days because the Technical Supply Division failed to obtain coke. On 17 and 18 November, the foundry could not make any castings because there was no coal or mazut.

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The foundry, forging, and heat-treating shops are doing unsatisfactory work.

The division which arranges external cooperation is doing poor work, in that all shops are frequently idle because of shortages of metal, parts, and tools.

The Division of Capital Construction, headed by Gagarin, was supposed to complete living quarters No 5, 6, 7, 10, 12, and 13 in the third quarter 1953, but failed to do so.

The plant receives little help from the Main Administration of Motor Vehicle Industry (chief, Krylov), Ministry of Machine Building USSR. Parts frequently have to be flown to the plant, thus adding to production costs.

The plant still turns out defective and nonstandard products. In 10 months of 1953, the plant lost 500,000 rubles because of defective output. In this period, the plant received 16 complaints about trucks and 4 about engines and spare parts.

PRODUCE TRACTOR TRUCK -- Moscow, Tekhnika Molodezhi, Jan 54

The Yaroslavl' Motor Vehicle Plant produces the YaAZ-210G six-wheel tractor truck, which can haul a trailer load of 40 tons. The tractor truck has a metal body which holds 8 tons; thus the total payload of the YaAZ-210G is 48 tons. When not pulling a trailer, the tractor truck is loaded with bricks or iron bars for ballast.

The truck has a winch with a capacity of 12 tons and a cable 100 meters long. There is also an auxiliary winch for changing the wheels, which weigh 150 kilograms each.

The tractor truck and trailer have 24 wheels, each with independent suspension. All wheels have air brakes.

The truck is powered by the YaAZ-206 two-cycle diesel with direct-flow scavenging. This six-cylinder engine develops 200 horsepower, and 90 percent of its parts are interchangeable with the four-cylinder YaAZ-204 engine.

The truck has separate propeller shafts for the middle and rear axles. The transfer case is of a new type, with a differential between axles. This differential permits the middle and rear driving axles to rotate at different speeds when driving on rough roads. This differential can be locked by a special coupling for travel on slippery roads.

MASS-PRODUCE GAZ-69 -- Vil'nyus, Sovetskaya Litva, 2 Dec 53

The Gor'kiy Motor Vehicle Plant imeni V. M. Molotov has begun mass production of the GAZ-69 motor vehicle.

RECEIVE GAZ-67 VEHICLES -- Minsk, Sovetskaya Belorussiya, 2 Dec 53

MIS of Mogilevskaya Oblast have received a shipment of GAZ-67 motor vehicles.

SHIPS MACHINE TOOLS TO MIS -- Moscow, Izvestiya, 26 Nov 53

The Moscow Motor Vehicle Plant imeni Stalin has shipped 40 fully equipped machine tools to MIS of the Tatarskaya and Mordovskaya ASSRs.

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BUILD TROLLEY BUSES -- Vil'nyus, Sovetskaya Litva, 1 Nov 53

In the first 10 months of 1953, the Engel's Plant imeni Uritskiy produced as many trolley busses as it did in all of 1952.

SHIPS DUMP TRUCKS TO MTS -- Tbilisi, Zarya Vostoka, 14 Oct 53

As of 1 October 1953, the Kutaisi Motor Vehicle Plant had shipped 620 dump trucks to MTS of the Uzbek and Tadzhik SSRs, the Northern Caucasus, and the Severo-Osetinskaya ASSR.

DUMP TRUCKS FOR FARM PRODUCTS -- Moscow, Moskovskaya Pravda, 29 Oct 53

Several months ago, the Mytishchi Machine Building Plant built ten experimental dump trucks designed for hauling bulky farm products. These trucks have proved successful, and the plant is now preparing to mass-produce them.

PRODUCE GIANT DUMPING TRAILER, DUMP TRUCKS -- Moscow, Komsomol'skaya Pravda, 31 Oct 53

The Minsk Motor Vehicle Plant has organized the production of the 40-ton MAZ-5210 dumping trailer. The new trailer is designed for transporting rock in mining operations, and for carrying sand, gravel, and clay to construction sites.

The new trailer is designed for use with the ChTZ /Chelyabinsk Tractor Plant/ 140-horsepower tractor.

Plant workers have promised to assemble a second MAZ-5210 trailer by 7 November.

Minsk, Sovetskaya Belorussiya, 12 Nov 53

The MAZ-5210 dumping trailer was designed by Kokin, chief designer of the Minsk Motor Vehicle Plant. When pulled by a ChTZ 140-horsepower tractor, the trailer attains a speed of 10 kilometers per hour.

Moscow, Trud, 5 Dec 53

The Minsk Motor Vehicle Plant has doubled the output of 25-ton MAZ-525 dump trucks in 1953 in comparison with 1952.

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